

Flight Deck Safety Brief



ABEC(AW) Bertolino Code
114d
ALRE / Airfield Analyst



The Work Place

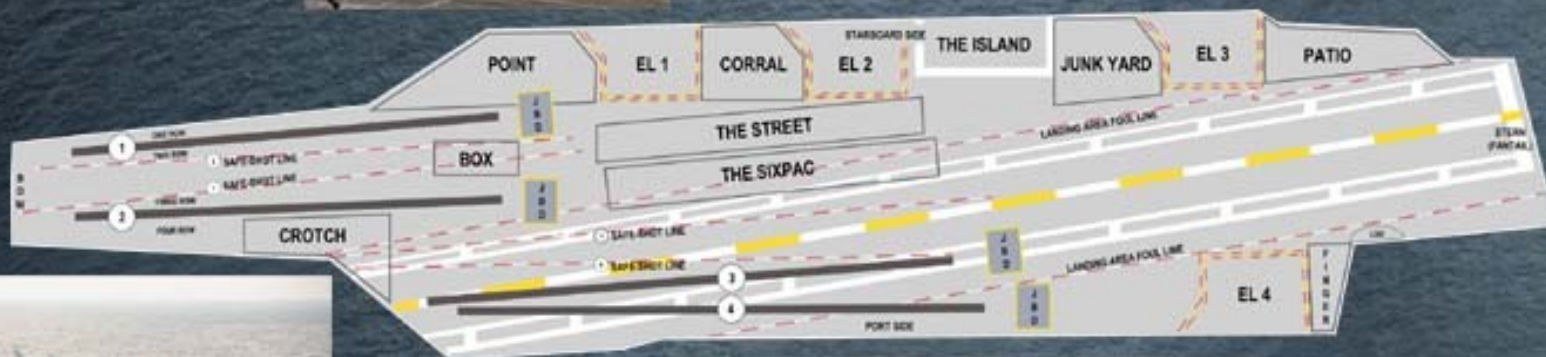
George C. Wilson-Author of Super carrier- said, “An aircraft carrier’s flight deck is a million accidents waiting to happen.”

He’s right, but Sailors armed with the knowledge of places to avoid, things to look for, and sounds to be aware of are more able to manage risk.



The Flight Deck

Note--Not all images shown are of Nimitz class carriers.





The Unexpected



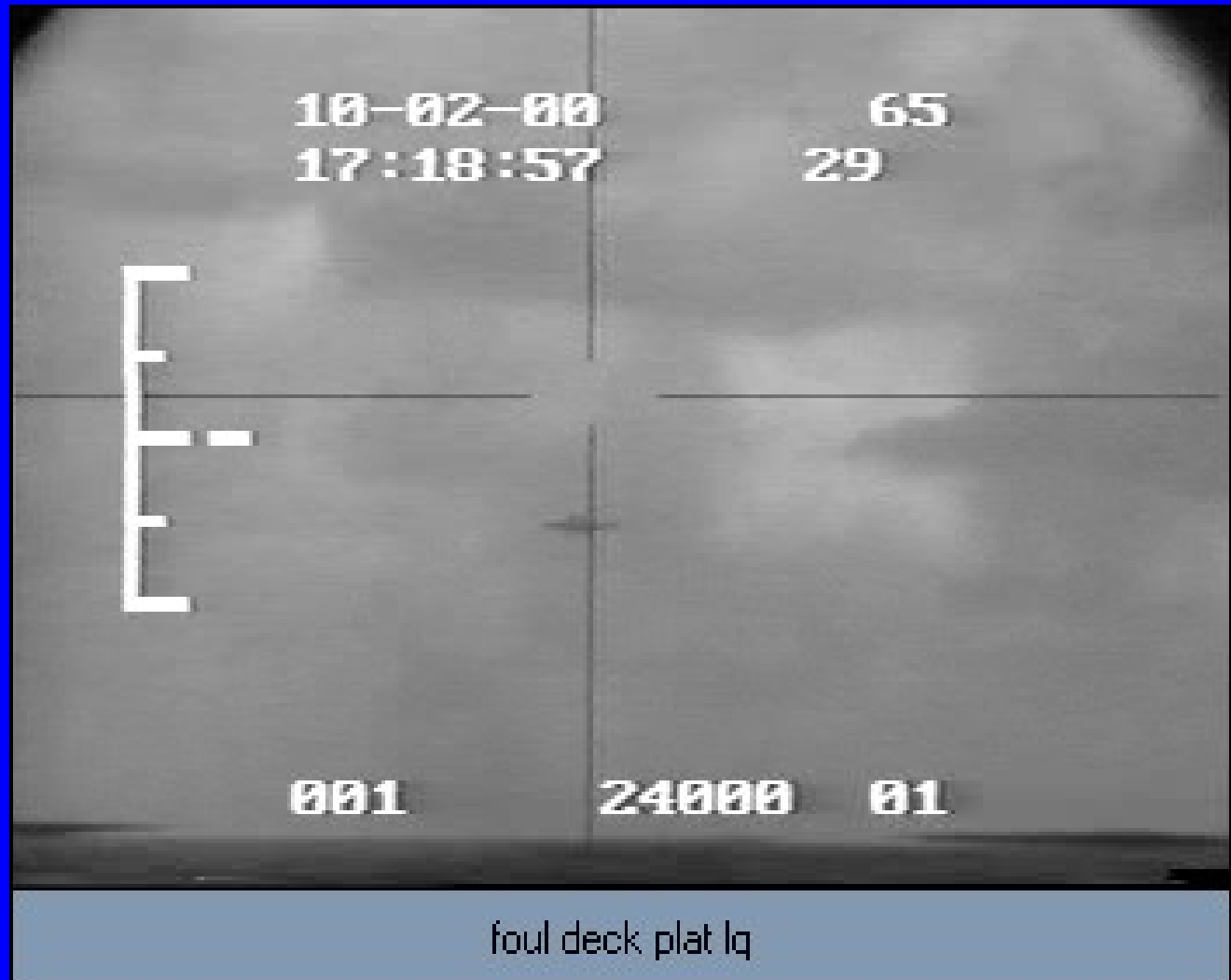


JUST ANOTHER DAY





Failure To Communicate!





Bite Of The Wire





Deck-Edge Coaming Markings

DECK EDGE FIRE FIGHTING SYMBOLS

"Fire on the Flight Deck!"

... Those sobering words and your immediate response will make the difference between extensive or light damage to the ship and possible injury or death of a shipmate. Keep this fact in mind. You may be the first one on the scene. Will you be prepared? The fire fighting agent symbols illustrated below are painted on the flight deck edge wheel stop coaming at various locations. Additional fire fighting apparatus symbols will also be found on the island structure. Study the symbols, walk the flight deck and become familiar with their locations and purpose of each.

FIRE FIGHTING AGENTS

Purple K Powder Stowage Marking

A 12-inch-wide red stripe is painted up and over the deck edge wheel stop coaming with a white 3-inch-high "PKP" painted in the center of the stripe. At locations where coaming is not installed, stowage location is marked by a white 18-inch diameter circle painted on the flight deck. A red 5-inch-high "PKP" designation is centered in the circle.

Saltwater Station Marking

An 18-inch-wide red stripe is painted up and over the deck edge wheel stop coaming with a 3-inch-high yellow letter "W" painted in the center. At locations where coaming is not installed, the station is marked by a red triangle, 18 inches per side, painted on the flight deck. A yellow "W" is centered inside the triangle.

CO₂ Bottle Stowage Marking

A 12-inch-wide red stripe is painted up and over the deck edge wheel stop coaming. A white 3-inch "CO₂" designation is painted in the center of the stripe. At locations where coaming is not installed, the deck edge is marked with a white-18-inch diameter circle with a red-5-inch high "CO₂" designation centered in the circle.

AFFF Station Marking

An 18-inch-wide green stripe is painted up and over the deck edge wheel stop coaming with a white 3-inch-high "AFFF" painted in the center of the stripe. At locations where coaming is not installed, stowage location is marked by a green 18-inch square painted on the flight deck with white "AFFF" letters painted in the center of the square.

Bomb Jettison Ramp Marking

A yellow stripe is painted up and over the deck edge wheel stop coaming at both ends of the ramp opening. The flight deck in front of the ramp opening is marked with alternating 4-inch-wide red and yellow stripes with a 12-inch black facsimile of a bomb centered.

FIRE FIGHTING SYMBOLS



Use for Class A and B type fires.



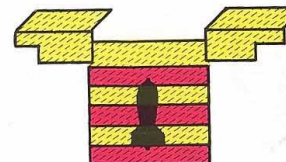
Use for Class A type fires.



Use for Class A, B and C type fires.

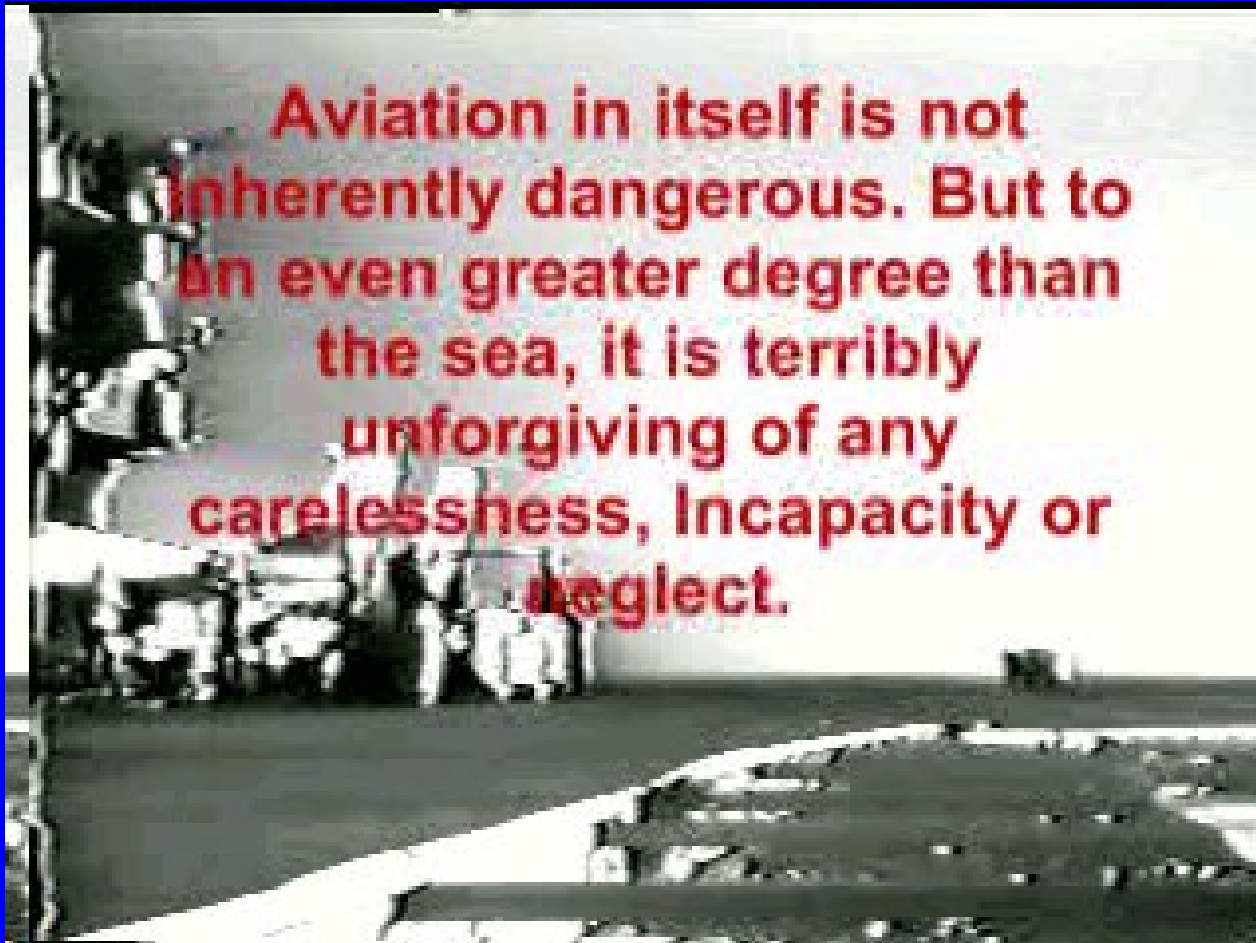


Use for Class A, B and C type fires.





Lexington Crash





Jersey Colors



EO, Chock and
Chains, and
Tractors



Fuels



Handlers / Directors



Launch and Recovery



Crash and Salvage



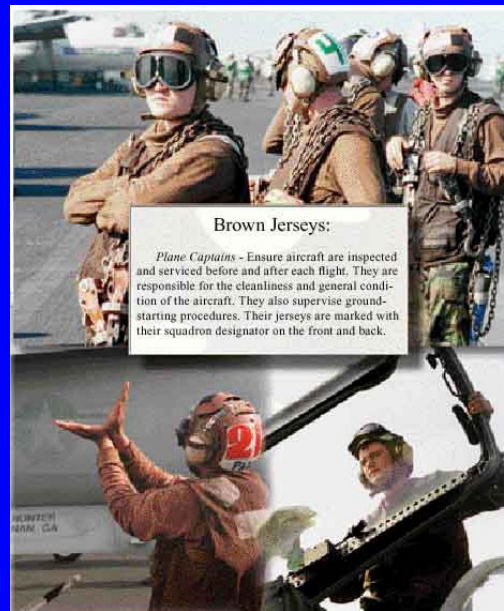
Jersey Colors



Maintainers



Ordnance



Plane Captains



LSO, Medical, Safety
Plane Checkers, and





Jersey and Cranial Colors

NAVAIR 00-80T-120

PERSONNEL (NOTE 9)	HELMET	JERSEY/ FLOTATION VEST	SYMBOLS, FRONT AND BACK
Aircraft handling crew and chock men	Blue	Blue	Crew number
Aircraft handling officers and plane directors	Yellow (Notes 1-5 as needed)	Yellow	Billet title — crew number
Arresting gear crew	Green	Green	A
Aviation fuel crew	Purple	Purple	F
Cargo handling personnel	White	Green	"Supply"/"POSTAL" as appropriate
Catapult and arresting gear officers	Green	Yellow	Billet title
Catapult crew	Green	Green	C
Catapult/AG QA	Green	White	ALRE QA
Catapult safety observer (ICCS)	Green	(Note 6)	Billet title
Crash and salvage crews	Red	Red	Crash/Salvage
Elevator operators	White	Blue	E
Explosive ordnance disposal	Red	Red	"EOD" in black
GSE troubleshooter	Green	Green	"GSE"
Helicopter LSE	Red	Green	H
Helicopter plane captain	Red	Brown	H
Hook runner	Green	Green	A
JBD safety observer	Green	Green/White	JBD Safety
Landing signal officer	None	White	LSO
Leading petty officers:			
Line	Green	Brown	Squadron designator and "Line CPO"
Maintenance	Green	Green	Squadron designator plus "Maint. CPO"
Quality assurance	Brown	White	Squadron designator and "QA"
Squadron plane inspector	Green	White	Black and white checkerboard pattern and squadron designator
LOX crew	White	White	LOX
Maintenance crews	Green	Green	Black stripe and squadron designator
Medical	White	White	Red Cross
Messengers and telephone talkers	White	Blue	T
Ordnance	Red	Red	3-inch black stripe and squadron designator/ship's billet title
Ordnance QA	White	(Note 8)	Squadron designator and "ORDNANCE QA/SAFETY"

Figure 2-3. Flight Deck Uniforms (Sheet 1 of 2)

NAVAIR 00-80T-120

PERSONNEL	HELMET	JERSEY/ FLOTATION VEST	SYMBOLS, FRONT AND BACK
Photographers	Green	Green	P
Plane captains	Brown	Brown	Squadron designator
Safety	White	White	"SAFETY"
Supply VERTREP coordinator	White	Green	"SUPPLY COORDINATOR"
Tractor driver	Blue	Blue	Tractor
Tractor King	Blue	(Note 7)	TK
Transfer officer	White	White	"TRANSFER OFFICER"

Note

- Only personnel charged with the actual control or direction of aircraft movements on the flight or hangar decks shall wear yellow jerseys. Personnel in charge of a detail, such as aviation fuels, ordnance, and maintenance, shall wear a helmet and jersey corresponding in color to that of their respective detail and with their billet title on the jersey and flotation vest.
- Helmets for all personnel shall be marked with a 6-inch square (or equivalent) of white reflective tape on the back shell and a 3-inch by 6-inch (or equivalent) of white reflective tape on the front shell. Landing signal officers are not required to wear helmets or sound attenuators when engaged in aircraft control. Helmets shall have a 2-inch piece of velcro on the left side of the front shell and velcro on the survival light.
- Three reflective international orange stripes, 1-inch wide, evenly spaced, running fore and aft on top of the white reflective tape.
 - All air department officers
 - Air department chief petty officers and leading petty officers
 - EOD team members
 - All ordnance officers and gunners
 - Ordnance handling officer and gunner.
- Helmets for all personnel who have not completed flight deck observer qualification shall be marked (front and rear) with a "T" using 1-inch wide blue reflective tape over the existing reflective tape (front minimum 2-inch tall, rear minimum 3-inch tall lettering).
- Helmets for all aircraft directors under instruction shall be marked (front and rear) with a "U/I" using 1-inch wide blue reflective tape evenly spaced over the existing reflective tape (front minimum 2-inch tall, rear minimum 3-inch tall lettering).
- ICCS green jersey/yellow flotation vest.
- Yellow jersey/blue flotation vest.
- White jersey/red flotation vest.
- Only authorized, all leather, steel-toe boots shall be worn on the flight deck.

Figure 2-3. Flight Deck Uniforms (Sheet 2)



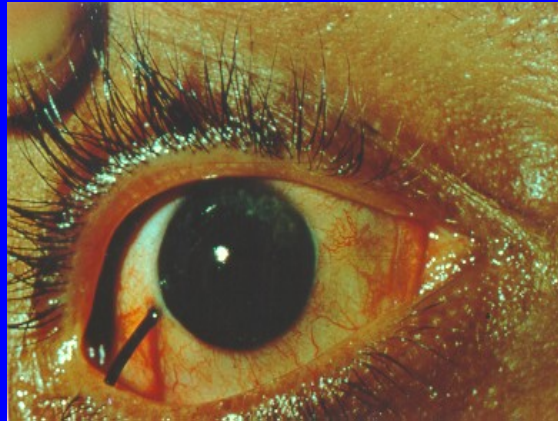
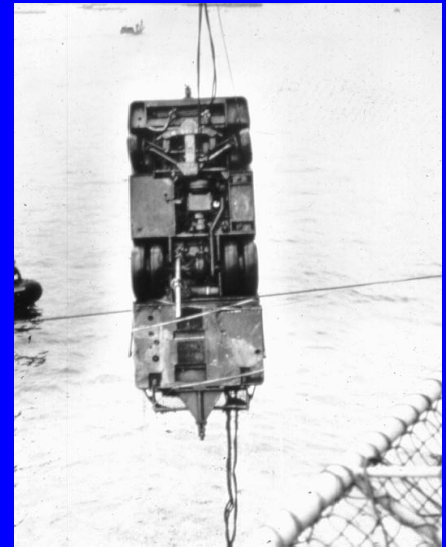
Things Not to Do

DO NOT:

1. Do not come on deck during flight operations without wearing proper flight deck gear.
2. Do not wear jewelry such as neck chains or wrist bracelets while on flight deck or in work center.
3. Do not have sleeves or goggles up during flight operations.
4. Do not walk close to aircraft with engines turning. Stay at least 25 feet away from all intakes and propellers. Avoid jet exhaust by at least 150 feet when possible.
5. Never walk under propellers even though not turning. Always walk around.
6. Never cross under the belly of a taxiing aircraft in front of the landing gear.
7. Never place yourself to the outboard side of aircraft taxiing or being towed to or from the bow.
8. Never come up on flight deck via the bow catwalks during launch operations. Use the island structure.
9. Never come up on flight deck via port catwalks during recovery operations. Use island structure.
10. Never turn your back to the landing area during recovery.
11. Do not cross behind jet blast deflectors while aircraft are at high power settings being readied for catapult launch.
12. Do not sit anywhere on the flight deck during recovery operations.
13. If blown down by jet exhausts, grab a padeye or any immovable object and hold on. Do not try to stand up.
14. Do not walk in front of aircraft while arming or de-arming forward firing ordnance.
15. Do not place yourself near arresting gear wires during aircraft recovery, gear maintenance, or while the wire is pulled out with the tractor.
16. Never start an aircraft that has a fueling hose attached.
17. Do not leave power cables lying on deck. Always stow them in the catwalks.
18. Do not stand in front of mobile fire fighting equipment.
19. Never cross elevator stanchions while they are in the raised position.
20. Do not feel you are Superman. The "It can't happen to me" syndrome has been clearly disproven over the years.
21. Do not stand in front of a jet starting unit's (huffer) exhaust.
22. Do not loiter on the flight deck. If you do not have work to do, stay below.



Mishaps Can Happen Anywhere





Fatality Summary

Navy/Marine

82 Sailors and Marines died in mishaps:

- Private Motor Vehicle: 43 (52%)
 - Aviation: 9 (11%)
 - Surface Ships/Submarines: 2 (2%)
- Ashore Operational, Excluding MV: 6 (7%)
 - Operational MV: 6 (7%)
- Off-duty Shore/Recreation: 16 (20%)

Navy

45 Sailors died in mishaps:

- Private Motor Vehicle: 27 (60%)
 - Aviation: 1 (2%)
 - Surface Ships/Submarines: 1 (2%)
- Ashore Operational, Excluding MV: 4 (9%)
 - Operational MV: 4 (9%)
- Off-duty Shore/Recreation: 8 (18%)

Marine Corps

-37 Marines died in mishaps:

- Private Motor Vehicle: 16 (43%)
 - Aviation: 8 (22%)
 - Surface Ships/Submarines: 1 (3%)
- Ground Operational, Excluding MV: 2 (5%)
 - Operational MV: 2 (5%)
- Off-duty Shore/Recreation: 8 (22%)

Thank You
for Your
Attention



Think
Safe

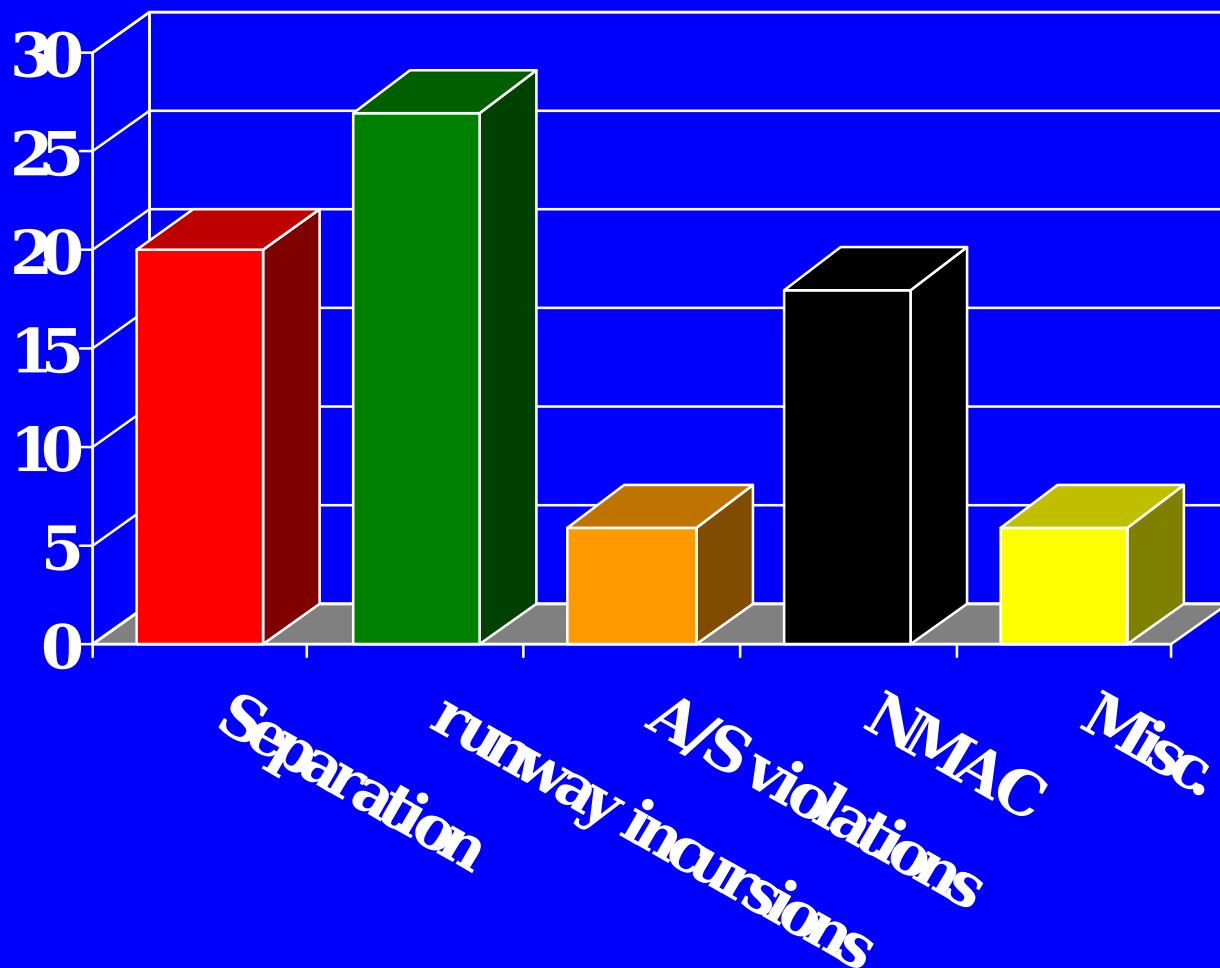




AIRFIELD SAFETY RUNWAY INCURSIONS

ATC HAZREPS

May 2001 - June 2003



RUNWAY INCURSIONS VELOCITY vs. DENSITY



- Ensure personnel airfield driver qualified.
- Qualification only good for one year.
- Qualification cancels during deployment; must re-qualify when return
- Think of the airfield like a flight deck.

- Know airfield markings
- Maintain a listening watch on the radio at all times.
- If able, buy radios with headsets for airfield drivers.
- Question instructions if unclear.
- Readback all instructions prior to proceeding.



QUESTIONS / COMMENTS?



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